TURN TO BETTER *DRIVING*

GET FIT
for the road

Foreword

Our title 'Turn to Better Driving' assumes that every car driver can, and would wish to, improve his standard of driving.

Most of us have not the time, desire or physical make-up to become expert racing drivers, but we can all be good drivers by the standard quoted in this manual.

Such a standard brings its own pride of achievement, skill and satisfaction in a job well done.

The background for all that is written here is, of course, the Highway Code, which many experienced drivers might benefit from if they will but read it again and study the rules objectively.

Why not keep this booklet and the Highway Code in your car pocket for reference?

PRICE 9d.

NINTH EDITION

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turn to Better Driving

Definition of a Good Driver

A good driver is one who always drives in such a manner that, no matter what conditions he may be confronted with and from whatever source, whether arising from the unsafe behaviour of other road users or from the state of the road, weather or vehicle, no action or lack of action on his part will contribute in any degree to the development of an accident situation.

To achieve this standard requires training and practice to a high degree of concentration, observation and anticipation so that the right thing is done almost instinctively. Such training and practice require a sound foundation in what might be termed the basic skills or drills as set out in this booklet.

If you are in any doubt as to whether you are a good driver by this definition, ask yourself these questions:

Are your brakes, tyres, steering and lights always adjusted to maximum efficiency?

Can you say you are never taken by surprise or never take others by surprise?

Do you always assume there is danger unless you know there is none?

Are you always correctly positioned on the road in readiness for any change of direction?

Do you give way readily to overtaking vehicles?

Do you always have time in hand on a journey?

If involved in a near 'miss' are you angry with yourself for being off guard?

If your answer is 'NO' to any of the above—read on!

Checking for Safety

The Vehicle

It is a good habit to carry out a daily check as follows:

Tyre pressures
Lighting system
Petrol, Oil and Water levels
Windscreen wiper working
Windscreen and rear window clean
Indicators working, if fitted
Horn working
Dynamo charging
Mirrors clean

BRAKES At the first opportunity on the move, check brakes—does the footbrake come into operation with slight movement of the pedal? Does the vehicle brake evenly without shudder or jerk or pull to the side?

STEERING Check for excessive slackness or stiffness.

If you are not satisfied with any of the above, attend or have it attended to *at once*. Tomorrow may be too late.

Yourself

Are you alert, free from undue strain from any cause and able to give full concentration to the job of driving? If not, don't drive.

Driving Position

The driving seat should be so adjusted that, with the control pedals fully depressed, the knee is slightly bent. This gives maximum control and greater confidence.

It also ensures that, with the driver of average build, the hands fall comfortably into the correct driving grip, which is evenly balanced on either side of the wheel, i.e., the 'ten-to-two' position.

Use of Mirrors

The mirror is your third eye. Having adjusted your seat, adjust your mirror or mirrors so that you have maximum rear vision at a glance. Remember that, with an interior

mirror alone, you will certainly have one or more blind spots which can only be overcome by fitting off and near side exterior mirrors. Make it a habit to glance into your mirror before starting off, making any alteration in course or speed, and before getting out of the car. Incidentally, avoid obstructing your vision through windscreen or rear window with stickers, mascots or parcels.

Use of Handbrake

The handbrake is often inadequately referred to as the parking brake. It has, however, other equally important uses, i.e., it should be used to hold the vehicle stationary whenever necessary, even for temporary stops such as at traffic lights, pedestrian crossings, etc., independently of the foot controls.

When starting off, you should be in gear *before* you release the handbrake. When stopping you should apply your handbrake *before* putting your gear lever to neutral. (For full drill see page 19)

Steering

The 'ten-to-two' position has already been described as the position of maximum control, but, to retain this control, both hands should be kept on the wheel at all times, except when it is necessary to remove one for the purpose of signalling, gear changing, etc., which a good driver does when on a straight course.

When changing direction, the wheel should be turned with a push and pull movement. Don't be caught in an emergency with your arms crossed over the wheel and never permit the wheel to spin through the hands.

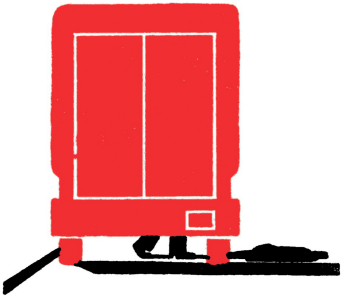
Concentration, Observation and Anticipation

Under modern traffic conditions, whether in a built-up area or in the country, it is vitally necessary for drivers to be drivers, and in no circumstances should you share your

concentration with any other activity such as:

Turning to talk to passengers in the rear
Allowing your attention to be distracted by a passenger
Allowing your mind to wander
Looking for something in pocket or handbag
Reading a map
Lighting a cigarette or pipe
Nursing a pet animal

If you find it difficult to concentrate—stop or let someone else drive.



If you really concentrate on the road ahead you will often observe movements or situations far ahead which will give you adequate warning of possible danger, and thus more time to cope with it. One such warning may be the feet of pedestrians about to cross the road, seen from under the chassis of a parked lorry. Or a ball rolling into the road from a side street. Another may be the sudden sweep of telegraph poles or trees, indicating a sharp bend not otherwise obvious. In fact, the road ahead should be to the driver like an open book, there for him to read and interpret in readiness for any necessary action. It is such anticipation which is the hallmark of the experienced driver.

Signals

The purpose of your signal is to tell other road users what you propose to do. Having given it, you are still responsible for seeing that the way is clear to carry out your intention. Give only the signals prescribed in the Highway Code; give them clearly and in good time. Never omit signals which may contribute to the safety of other road users.

It is always best to give signals by hand in daylight for these reasons:

A hand signal alters the outline of a vehicle from an observer's point of view to the maximum extent and is thus much more readily seen.

It requires a certain amount of self-discipline to give hand signals correctly and, in driving, self-discipline is a very desirable virtue.

When giving hand signals, remember that a bad signal is worse than none at all and might be entirely misleading to other road users. Hand signals should be supplemented by indicators, where fitted, so that when actually carrying out a manoeuvre both hands are firmly on the wheel.

Control of Speed

Speed is comparative and what might be thought a crawling pace on a clear, straight, open road, might well be a dangerous speed in a congested built-up area, or in narrow winding lanes, but again it depends on the skill of the driver and the condition of the vehicle. In judging what is a safe speed, it is therefore necessary to consider these factors:

Reaction Time. This is the time required for the brain to register the need to take action and to convey its command to the hand or foot. It varies with an individual's physical capabilities, state of health and mind, and consequently degree of concentration. Under normal conditions an average driver's reaction time is 7/10ths of a second and in that time, from a speed of 30 m.p.h., a vehicle would travel 30 feet before any braking movement actually commenced. Any momentary distraction might easily double or treble this time—and distance.

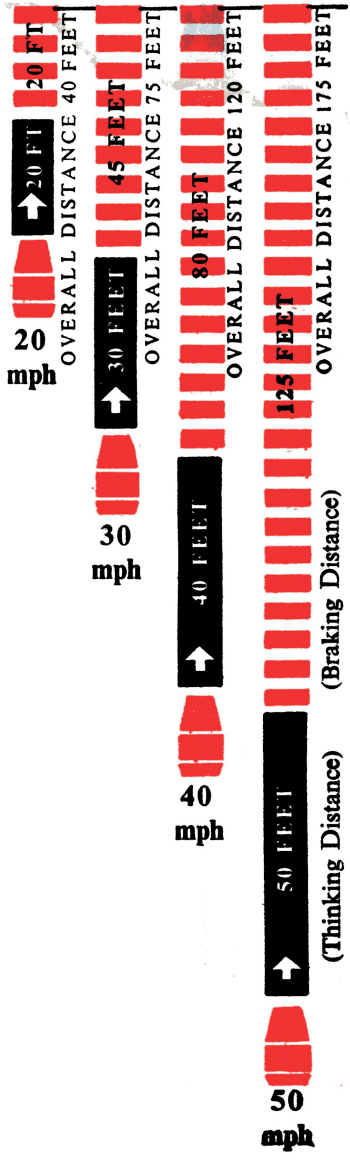
Condition of the Vehicle and particularly the brakes. Under good conditions, from 30 m.p.h. a vehicle will travel 45 feet from the point where the brakes have been applied. This distance increases rapidly at greater speeds.

State of the Weather—visibility—high winds.

State of the Road—structure, texture and surface condition.

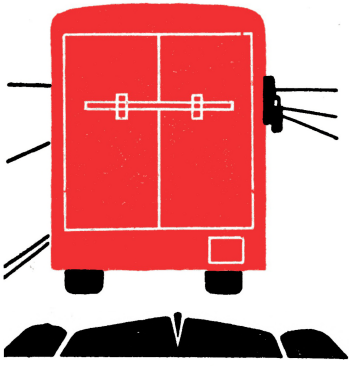
Traffic Density.

A good driver automatically takes these factors into consideration whether by day or night and adjusts his speed as the situation requires, but there is one general over-all injunction which sums it up, that is—*never drive at a speed*



which will prevent you from stopping well within your range of vision. At night, remember that under ideal conditions on unlit roads your range of perception on full beam will limit you to a maximum safe speed of 50 m.p.h. and, on the dipped beam, 38 m.p.h. These maximum safe speeds will be greatly reduced by any adverse conditions or for heavier vehicles.

TOO CLOSE



Planning the Course Ahead

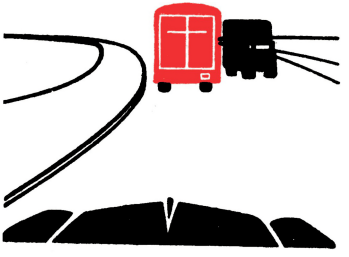
This enables the driver to position his vehicle for the next manoeuvre in good time and thus avoid last minute decisions, changes of course, and consequently inconvenience and possible danger to other road users. Normally the best and safest position on the road is well to the left, but leaving sufficient room to manoeuvre in emergency, and to allow overtaking traffic to pass comfortably and in safety on the right.

Think of others. Hugging the centre of the road is selfish and may tempt those behind to overtake dangerously.

Keeping Distance

You cannot, however, plan your course unless you can see the road ahead. For instance, you would not dream of driving with one-third of your windscreen blacked out, yet that in effect is what many otherwise skilful drivers do when they follow closely behind the vehicle in front. By doing so, they not only obscure their view of the road ahead and lose many opportunities of legitimate passing, but they leave nothing in hand in any emergency.

SAFE DISTANCE



They also help to form those appalling queues which, though perhaps only three or four vehicles in length, hold up traffic and fray tempers quite unnecessarily.

It is best to allow at least one vehicle's length for every 10 m.p.h. of speed between you and the vehicle in front.

At Cross Roads and Road Junctions

Where these are marked with a 'Halt at Major Road Ahead' sign, *you must stop at the stop line*, until you are

sure that the way is clear. If necessary, move very slowly forward to open your line of vision. At 'Slow Major Road Ahead' signs, carry out the same drill; you need not actually stop, but be ready to do so.

In the absence of such signs, if in any doubt as to whether you are on a major road, approach all cross roads and junctions with caution, looking well to right, left and right again before proceeding. Such places call particularly for application of the advice given under 'Control of Speed'. (See page 7)

At Traffic Lights

Always approach traffic lights with caution; the fact that they are there indicates the presence of crossing or converging streams of traffic.

If the lights change from *green* to *amber*, you must *stop* at the stop line unless the *amber* signal appears when you have already passed the stop line or are so close to it that to pull up might cause an accident.

If the lights are *red*, you will, of course, have stopped behind the stop line and, in accordance with the advice given for 'Use of Handbrake', be in neutral with your handbrake on.

When the lights change to *red and amber*, select your gear and be prepared to start when the *green* light shows *but not before*. The *green* light gives you permission to proceed—*if the road is clear*. Be particularly careful not to overtake if you arrive as the lights change to green.

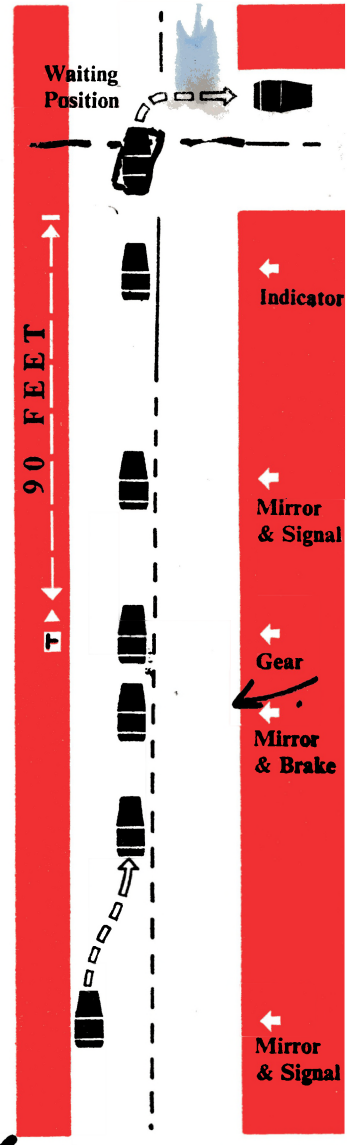
Strict adherence to the above drill will save many accidents—do not be an Amber Gambler!

Turning Right

Turning to the right is the manoeuvre most often abused and which most often leads to accidents. So it is well worth giving some thought as to how it should be done and how it is done by expert drivers. (See illustration alongside.)

Position

If you have planned your course as advised in preceding



TRAFFICATOR.

A *Wait for the green light*
B *Correct waiting position for turning*
C *Opposing traffic wishing to turn right should pass behind you*

paragraphs you will have consulted your mirror, signalled your intention to pull out and have placed your vehicle near to the centre of the road with the offside wheels close to, but not across, the centre or white line.
In narrow roads wide enough for only one line of traffic in either direction, you will already be in or near this position, so take extra care to keep to your own half of the road.

Mirror, Brake and Gear

Look into your mirror to see what is behind you. If you are going too fast for the manoeuvre, signal your intention to slow down, then decelerate, brake and change down as necessary.

Mirror and Signal

Glance into your mirror again, then give the correct hand signal for 'I intend to turn to my right'. Supplement your hand signal with indicator, if fitted. If the road is clear, you can now proceed to make the turn in confidence, knowing that you are in the right gear and travelling at the right speed, that other road users are fully aware of your intentions and you have both hands on the wheel in full control. If, because of other traffic, it is necessary to wait before actually turning, there is one correct position and *one only:* that is on your own half of the road in your original direction of travel and with your indicator operating.

At Normal Cross Roads controlled by traffic lights

A driver wishing to turn right, having arrived at position (A) should, when the lights are in his favour, move forward to position (B). When traffic permits, turn behind any vehicle also waiting to turn right from the opposite direction, which should be waiting in position (C).

Turning Left

Position

Keep to the left hand lane or to the safe position as previously described.

Mirror and Brake

As for 'Turning Right'.

Gear

As for 'Turning Right'.

Mirror and Signal

Glance into mirror again and give correct signal 'I intend to turn to my left' supplementing with indicators if fitted. If the road is clear, commence the turn giving way to pedestrians crossing. Do not swing out to the right at any stage of the turn or increase speed until the turn is completed.

Cornering

The first thing to remember about cornering or taking sharp bends, is to reduce speed and complete any braking which may be necessary while on the straight.

The need to reduce speed, and to what extent, will be governed by the sharpness of the bend and the degree of visibility ahead.

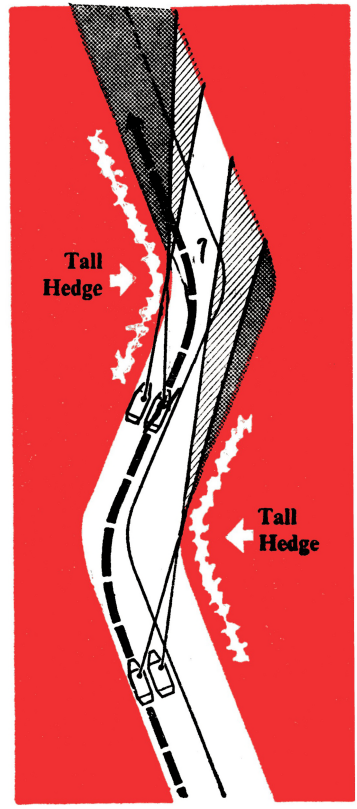
The drill, therefore, is:

Position

For a RIGHT hand bend, closer in to the near side than the normal driving position; this gives a greater angle of visibility. For a LEFT hand bend, rather more out towards the centre line than the normal position, again increasing the angle of sight.

Mirror, Brake and Gear

Look into your mirror to see what is behind you. If you are going too fast for the bend, signal your intention to slow down, then decelerate, change down and brake as necessary.



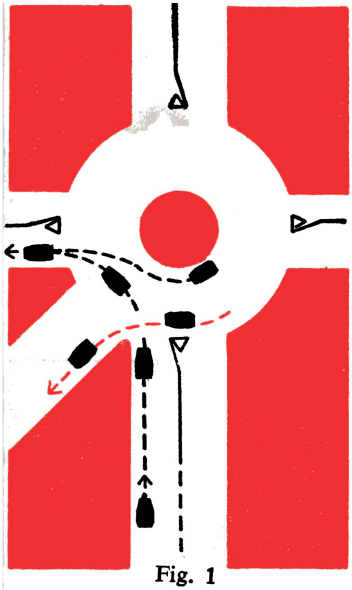


Fig. 1

Fig. 2

As you enter the bend, accelerate gently so that maximum grip and control is maintained.

At a Roundabout

The purpose of any driver should be to enter a roundabout so as to cause the least inconvenience to other drivers and so as to leave it without cutting sharply across the path of other vehicles. The process requires clear signals given in good time and the careful regulation of speed by all drivers, together with the utmost consideration for others. Nevertheless it is again essential to plan your course ahead.

A glance at the road sign will have told you which turning you will be taking out of the roundabout and you must act accordingly. If it should be the first or an adjacent turning on the left, then keep to your near side, give way to leading vehicles on your right and filter in behind them. (See Fig. 1) If you are taking any turning other than the first or an adjacent turning on the left, carry out the following drill (See Fig. 2):

Course of Vehicle
First look into the mirror to see that it is safe to pull out, give a signal of your intention and make a gradual course towards the crown of the road, so placing the vehicle in the correct position with its offside wheels close to, but not over, the white line.

Mirror and Brake
Consult mirror again; if you intend to slow down give the slowing down signal, decelerate and brake as necessary.

Gear
Select the gear suitable for your road speed and the sharpness of the turn, give way to leading vehicles on your right and filter behind them into the roundabout. Make for and keep close to the centre island until you are approaching the point where you intend to leave the roundabout.

Signal
At this point glance in your mirror, give the turning left signal, supplemented by indicator if fitted, for the information of other road users and leave the roundabout, keeping a careful lookout for vehicles converging from the left.

Double White Lines

The rule is : When you are driving on your proper side of the road and there is a double white line down it, if the line nearer to you is continuous, you must not cross or straddle it unless you are forced to do so in order, for instance, to avoid an accident or to enter or leave a driveway. (Fig. 1)

The double continuous white line is used where vision is restricted both ways. In this case you must not cross or straddle lines from either side unless you are forced to do so except, for instance, to avoid an accident or to enter or leave a driveway. (Fig. 2)

If the line nearer to you is a dotted line, your view should not be restricted by the layout of the road and when you can see it is safe for you to do so, you may cross. (Fig. 3)

Stopping

Do not park or wait on a road where there is a continuous white line along it.

Remember

The only line in the double white line road markings that concerns you is the one nearest you when you are on your proper side of the road.

The type of broken line with small gaps (Fig. 4) will be seen at, and on both sides of a hazard. It serves as a warning to drivers approaching from either direction. Good drivers take extra care, particularly in regard to overtaking.

The type of broken line with wide gaps (Fig. 5) is to help drivers and riders to maintain a good position on the road.

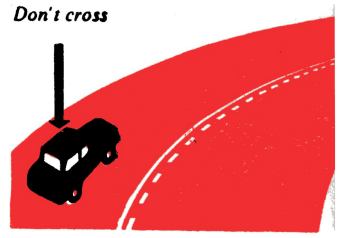


Fig. 1

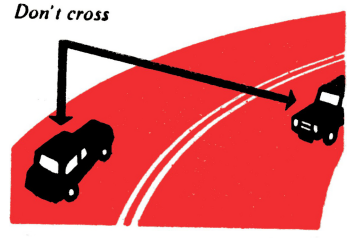


Fig. 2

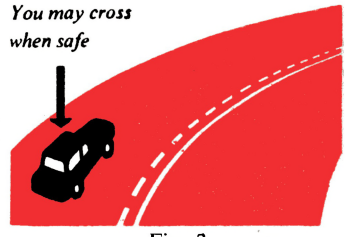


Fig. 3

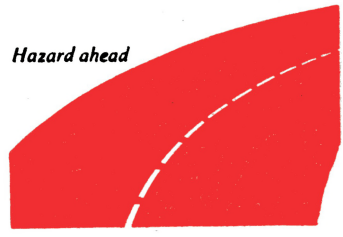


Fig. 4

Fig. 5

Overtaking

The first requirement in overtaking is patience. the second, judgment. If, after carefully surveying the road ahead, you judge that there is ample room for you to overtake and to regain your normal position with plenty of margin to spare, then proceed as follows:

Consult your mirror.

Give a clear signal of your intention to pull out.

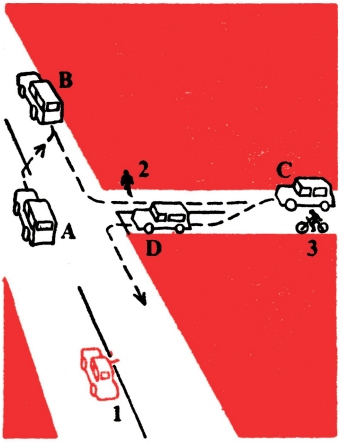
If necessary for optimum acceleration, change down.

Give a light tap on the horn to warn the driver in front not to 'Get out of the way' but to 'Please allow me to pass'.

Overtake and, as quickly as possible, regain your position close to the near side, taking care not to cut in on the overtaken vehicle.

Particular care in overtaking is necessary in three-lane roads.

If you have been given an indication that a driver in front is ready to be overtaken, do not assume that it is safe to overtake; the responsibility for overtaking safely is *yours*. If, on the other hand, you are being overtaken, give way readily; it is to your advantage if the overtaking vehicle gets clear quickly.



If planning to reverse into a minor road on the right, having arrived at position (A), wait until the way is clear, then move over to position (B). Before moving back, check at points (1) and (2) that the way is clear. Reverse slowly, being ready to stop, well into the minor road to position (C). Check at point (3) and behind, that that the way is clear before pulling over to position (D).

Turning Round

If you are on a busy traffic route and wish to return in the opposite direction, it is often quickest, safest and easiest to take a turning on the left and make a detour. If a detour is not practical, then having entered a less busy road on the left, choose a side turning preferably on the right and reverse into it, keeping a good look out for pedestrians and other traffic. Having reversed direction, re-enter the main road, following the drill for the right hand turn.

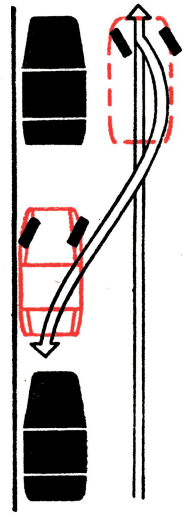
In no circumstances should you reverse into a main road.

Reversing into a Narrow Opening

Pull up just before you come to the entrance and have a good look to see that there is plenty of room to reverse into it and that the way is clear. Drive just past the opening, and, when satisfied that *the road behind you is clear*, reverse into the opening, watching all the time through your rear and side windows to see that there is nothing in the way.

If anyone is in the vehicle with you, ask them to get out and guide you in.

Parking or Waiting



It is inconsiderate, dangerous and against the law to wait where your vehicle will cause obstruction to other traffic.

In built-up areas the local highway authority usually restricts your choice of a parking place by prohibitive notices and byelaws, but in the open country and rural areas there is no such indication; you must use your own judgment and, above all, think of others.

Take care, therefore, not to wait:

- On a bend in the road
- Near the crown of a hill
- Where the road narrows
- Or, indeed, anywhere where your car may obscure a clear view of the road for others.

Remember, too, to keep well clear of pedestrian crossings and traffic lights. When in the country stop off the main road. At night, always park on the left side of the road if lights are required.

How to Park

In a line of vehicles, nose to tail:

After making sure that the road behind is clear—

REVERSE into the space, close to the kerb.

Leave sufficient space in front and at the rear so that you or the vehicles adjacent to you can drive off without difficulty.

Side by side against a kerb:

Always reverse in, leaving the wheels straight. This will simplify exit.

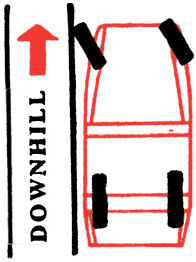


Fig. 1

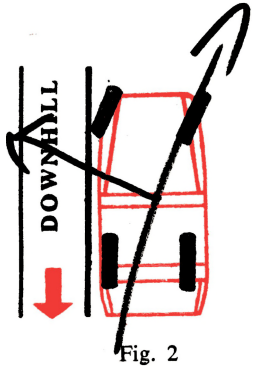


Fig. 2

Remember the distance required each side of your vehicle to open doors.

When moving out of the space, be sure the road is clear and check that you are clear of the line of vehicles on either side before turning.

On a gradient:

If facing uphill, before leaving your vehicle engage first gear in addition to applying the handbrake. When facing downhill, engage reverse gear. REASON—in the event of the handbrake slipping, engagement of the gears will hold the vehicle in position.

A further safety precaution on steep hills is to turn the front wheels into the kerb, i.e., if facing downhill (Fig. 1), steering wheel to the left; if facing uphill (Fig. 2), steering wheel to the right, but when doing so, be sure that the wheels are close to the kerb so that, if the handbrake fails, the wheels will contact the kerb immediately.

Whenever and wherever you stop or park, look behind you before opening the offside door to see that the road behind is clear.

Pedestrian Crossings

There are two kind of pedestrian crossings in general use:

Those controlled by lights or police.

Zebra Crossings.

At the first, neither driver nor pedestrian has any special right of way. Safety is, therefore, a matter of strict obedience to the lights or police signals and of keeping a sharp look-out. If you are turning to the left or right remember that pedestrians will be crossing while the lights are stopping traffic in the road you are entering. Keep a look out for, and give way to them.

At Zebra Crossings, *unless a police officer has assumed control*, the pedestrian has absolute right of way. You must give way to him. It is commonsense therefore:

To approach all Zebra Crossings with caution and keep a sharp look out.

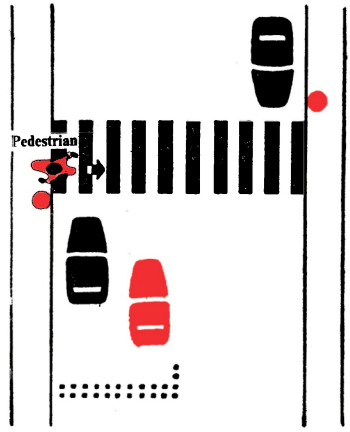
To remember that your ability to stop in time depends upon your reaction time plus your braking distance. Your reaction time will be governed by your state of mind and health, and braking distance by the state of your brakes, tyres, the road surface and the weather.

NEVER TO OVERTAKE ANOTHER VEHICLE AT A CROSSING. It may be slowing down or stopping for a pedestrian you cannot see and who cannot see you.

To be extra careful when moving in a near-side stream of traffic in a four-lane road in case pedestrians using the crossing are obscured by vehicles which may be granting them right of way.

When stopping to allow a pedestrian passage, to signal your intention for the information of following vehicles.

To resist the temptation of signalling pedestrians to cross unless you are absolutely sure it is safe for them to do so. They may trust your signal and walk into the path of other vehicles.

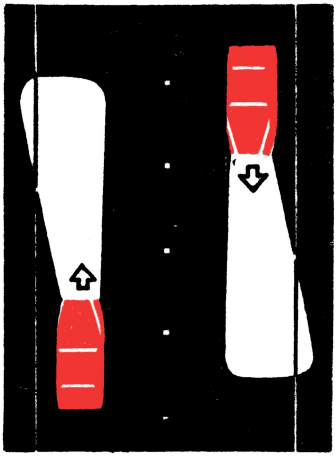


It is illegal (and obviously dangerous) to park your vehicle within the 45-foot approach to a Zebra Crossing (75 feet in a 40 m.p.h. speed limit area). If you do so, you will obscure the crossing from other drivers and endanger the lives of people using it. The prohibited area is marked by studs on the approach side of the crossing. The studs run in a double row from the kerb to the crown of the road (in a one-way street, right across the road) and between these and the Zebra Crossing all stopping (except for the purpose of allowing passage to pedestrians) is prohibited. This applies even to momentary stops for the purpose of picking up or setting down, and of course to loading and unloading. One valuable effect of this regulation is that following drivers, seeing vehicles slowing up or stationary at the crossing, are immediately aware of the presence of pedestrians.

Eyesight

In order to pass your driving test you must show that you are able to read the number plate of a car at 25 yards distance. This is not a high standard of vision and if you require glasses to do this, be sure you always wear glasses when driving. There are factors other than good vision which affect your driving capabilities, for instance, field of vision. Here is a simple test which you can carry out yourself and decide whether you have a normal field of vision. Stand facing a wall and select a mark on the wall directly in front of your eyes. Extend your arms sideways with the thumbs erect. Then, with your gaze firmly fixed on the mark, slowly advance your arms until you are aware that the thumbs are in your range of vision. With normal field of vision you should be able to see your thumbs simultaneously when your arms have moved a few inches. If you cannot do so with either eye, but particularly with the right one, you should remember that your field of vision is restricted and take particular care when pulling out that you are not being overtaken by another vehicle. If your field of vision is severely restricted, it is a good plan to have your eyes examined.

If you wear glasses for driving, repeat this test with and without glasses and you may find that your field of vision is restricted by them, particularly if they have wide or badly situated side pieces.



Glare — Night Driving

The risk of serious accident is much higher at night than in the day although there is less traffic. Obstructions are not so readily perceived and headlights only illuminate objects directly in their path, which may give drivers and pedestrians a false sense of security. To minimise the risk:

Ensure that all lights work and are correctly adjusted on full beam and when dipped.

Keep speed down to that at which one can be sure of seeing and stopping before hitting a dark unlit object, e.g. a pedestrian. Except on motorways, the maximum safe speed at night in the best conditions is 50 m.p.h.

Use headlights whenever moving unless street lighting is exceptionally good (and during daytime fog). Dip if there is danger of dazzling other drivers including those

being followed. Do NOT flash headlights before overtaking, but raise as necessary after pulling out.
Use lights for signalling only as the horn to indicate presence.

Use of Horn

Driving on the horn is bad driving, discourteous and inconsiderate.

On the other hand, there are occasions when a light tap of warning may well prevent a dangerous situation arising. For instance:

When about to overtake, particularly young cyclists who, if taken by surprise, may swerve.
When approaching children playing at the roadside.
When turning into a sidestreet or approaching a narrow blind bend.
At unmarked crossroads, etc.

Alcohol

Alcohol, even if taken in comparatively small quantities, though giving an enhanced sense of ability and control, tends to slow up a driver's reactions in the event of emergency.

The only safe rule is:

IF YOU ARE DRIVING, DON'T DRINK

The same applies to drugs, even if taken medicinally.

For the Learner-Driver

On page 5 we referred to the use of the handbrake when starting and stopping. Here is the complete drill:

Starting Off

Make sure the road is clear in front and behind.
Left foot on clutch pedal—down.
Right foot over accelerator pedal.
Select first gear.
Handbrake—squeeze handle to release catch pawl and carry out the following simultaneously and smoothly—
Release handbrake slowly.
Left foot slowly up allowing clutch to engage.

Right foot slowly down on accelerator to increase engine speed.
Handbrake right off.

Stopping

Consult your mirror.
Signal 'I am going to slow down or stop'.
Decelerate and apply footbrake gently as necessary.
As car is stopping—clutch down.
Handbrake on.
Gear lever to neutral.
Both feet off pedals.

The above drills should always be carried out, whether for long or temporary stops, such as at traffic lights, traffic jams, halt signs, pedestrian crossings, etc.

REASON—When stationary the vehicle is held in position by the handbrake, so that when the right foot is over the accelerator pedal in readiness to start there is no danger of the vehicle running forward or backward or being bumped forward.

The above drills will vary in the case of some transmissions but not in so far as the handbrake is concerned.

Teaching to Drive

The first requirement of anyone who assumes the task of teaching another to drive is that he himself shall be a good driver within the terms of the definition given. Even more important, he should possess the patience and sympathy to enable him to pass on his knowledge in an effective way. Psychology plays a large part in teaching people to drive, and unless the instructor can earn the confidence of the pupil, very little will be accomplished.

Study your own driving habits in the light of this manual and make sure that no bad ones, that may have crept in over the course of time, are passed on to your pupil. Is the vehicle in which you will be instructing fitted with a handbrake you can reach or other independent means of stopping the vehicle in an emergency? The value of experienced professional instruction must be emphasised.

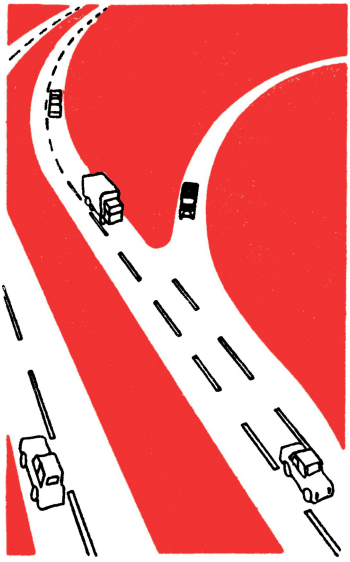
Road Signs

It is a curious thing that, if you ask drivers whether they know all the road signs, in nine cases out of ten you will get the answer 'Of course'. No doubt you think the same, but why not check your knowledge on the page opposite before referring to the key?

KEY

1 Hump Bridge
2 Cross Roads
3 Road Narrows or Narrow Bridge
4 Roundabout
5 School
6 Children
7 Road Junctions
8 Double Bend
9 Signals Ahead
10 Crossing, No Gates
11 Level Crossing
12 Two-way Traffic
13 Steep Hill
14 Road Junction
15 Low Bridge
16 No Entry
17 Speed Limit
18 No Speed Limit
19 Children Crossing
20 Slow, Major Road Ahead
21 Halt at Major Road Ahead

Joining the Motorway (1)



Joining the Motorway (2)

MOTORWAYS ARE DIFFERENT

Motorways are designed to do away with most of the usual sources of danger on the road such as two-way traffic, mixed traffic, cross traffic, bad sight lines, built-up areas and dazzle. But, by providing conditions suitable for high speed travel over long distances. Motorways introduce other dangers.

THEY IMPOSE EXTRA STRAIN UPON YOU AS A DRIVER

At any high speed for long periods the sweep of the road and rhythm of the wheels have a hypnotic effect on you.

At 60 miles an hour you are travelling about 30 yards a second, or the distance between two telegraph poles in under two seconds.

At 60 miles an hour your vehicle has eight times as much destructive power as it has at 25 miles an hour.

MOTORWAYS IMPOSE AN EXTRA STRAIN ON YOUR VEHICLE

At 60 miles an hour the wear and tear on your vehicle will be four times greater than at 30 miles per hour. Any high speed for long periods will tend to destroy your tyres by overheating. If you are going to drive at high speed on a Motorway for long periods, you must have a brain and body fit for it and a vehicle designed and maintained to stand up to it.

The following suggestions may help you to travel the Motorways happily and successfully.

Entering a Motorway
Motorways have acceleration lanes to enable vehicles to join at about the same speed as the traffic already on them. To enter a Motorway successfully requires some skill and confidence on your part and the co-operation of others in letting you in.

Control of Speed
Endeavour to travel at a constant speed except when overtaking. Spurts are disconcerting to others. On wet surfaces road adhesion diminishes rapidly at speeds over 40 m.p.h. In rain and wind reduce speed and keep a safety margin in hand.

Keep Adequate Distance
If you are inside a distance of one vehicle length for every 10 miles an hour of speed from the vehicle ahead, you risk being caught in a chain of collisions due to a sudden stop by someone ahead. As many as 25-vehicles have been involved in one such accident.

Lane Discipline
It is vitally important to keep strictly to your proper driving lane except during the process of overtaking, and to glance into your mirror every few seconds to check on traffic behind you. Another vehicle could be closing up on you at a rate of a quarter of a mile in 15 seconds.

Motorway Fatigue and Hypnosis
On some Motorways the majority of fatal accidents is due to drivers running off the Motorway, or into the rear of a slower moving vehicle, presumably through being asleep or hypnotised. If you feel the slightest sense of drowsiness, pull off the Motorway at the next exit and leave it entirely; in any case do not drive for more than two hours without stopping in a service area.

Stopping
Do not stop on the carriageway, but if you have to do so get your vehicle well clear of the carriageway as quickly as possible; if necessary using your starter in low gear for the purpose.

Tyres
Do not drive at high speed for long periods on a Motorway unless you have special tyres or normal tyres in tip-top condition and at the designed pressure when cold. If a front tyre bursts at 60 miles an hour on a Motorway your vehicle may roll over eight times before coming to rest.

Braking
Experience has shown that if brakes become overheated they lose efficiency. Frequent and excessive application of brakes will build up heat and may lessen effective braking power in an emergency. Do not drive on your brakes.

Leaving a Motorway
Motorways have deceleration lanes. When about to leave, keep a good look-out for advance notices and be sure to be in the left-hand lane in good time. Do not decelerate until you are in the special lane.

After Leaving a Motorway
After a period of high speed driving, a speed of 40 miles an hour can seem like a 10 mile-an-hour crawl. It is a wise precaution when clear of the approach road, to come to a complete stop for a moment or two in order to get rid of this illusion and to remind yourself that you will be meeting two-way traffic.

Leaving the Motorway (1)

Leaving the Motorway (2)

RoSPA House

WHAT IT IS: RoSPA House is the Permanent Road Safety Training Centre of The Royal Society for the Prevention of Accidents. It provides interesting and easily assimilated instruction for road users of all ages, whether they be drivers, motor-cyclists, cyclists or pedestrians.

Special arrangements are made for Learner Drivers and for those of more experience, including Commercial Drivers.

WHERE IT IS: RoSPA House is at 17 Knightsbridge, London, S.W.1, close to Hyde Park Corner Station. The telephone number is BELgravia 8236.

HOURS OF OPENING: Monday—Friday 10 a.m. to 7.30 p.m. or later by arrangement. Saturday 10 a.m. to 5.0 p.m.

ADMISSION TO EXHIBITION: Adults 1s. including Brochure. Children with Adult 6d.

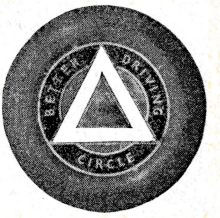
PARTIES: In most cases organised parties can be admitted free of charge. Application should be made to—The Principal, RoSPA House.

Published by RoSPA
(The Royal Society for the Prevention of Accidents)
Terminal House, 52 Grosvenor Gardens, London, S.W.1.

Printed by H. C. Dunckley, Ltd., London, S.W.16

Good Drivers are invited to join the

BETTER DRIVING CIRCLE



OBJECT

- To afford encouragement to an ever expanding circle of drivers and riders pledged to foster a high and common standard of good roadmanship based on the booklet " Turn to Better Driving."
- To maintain a central register of drivers to whom matters of common interest can be sent from time to time as need and opportunity affords.
- To compile regional registers of those who join the " Circle " and who state that they would be interested to hear of local good roadmanship activities and events, such as Courtesy Rallies. These regional registers will be placed on request at the disposal of local organisers of such events.

ENTRANCE FEE

One single payment of 5s. covering:

- The provision of an attractive key ring badge, mainly intended to be a constant reminder of the promise made on the application form.
- Free admission, on production of the badge, to RoSPA House, The Society's Road Safety Exhibition and Training Centre at 17 Knightsbridge, Hyde Park Corner, London.
- A key ring " lost and found " service i.e., each key ring badge will be numbered and bear the address of RoSPA House and a request to the finder to forward the keys so that they can be subsequently posted to the owner.

Note Change of address should be notified at once
Badge number to be quoted in all correspondence.

TEAR OFF HERE

APPLICATION

To the Secretary, RoSPA,
Terminal House, 52 Grosvenor Gardens, London, S.W.1.

I wish to join the " Better Driving Circle " and undertake always to maintain a high standard of safe driving based on " Turn to Better Driving " and to encourage others to do the same.
I enclose 5/- Postal Order/Cheque as my entrance fee.

NAME (BLOCK CAPITALS)..... Mr./Mrs./Miss

ADDRESS (BLOCK CAPITALS).....

.....

COUNTY OR POSTAL DIST. .....

I wish my name recorded on my regional register.

I am a Car driver/Commercial Vehicle driver/Motor-cyclist *(delete as applicable)*

SIGNATURE..... DATE.....